1953-1957

POWERFLITE

•

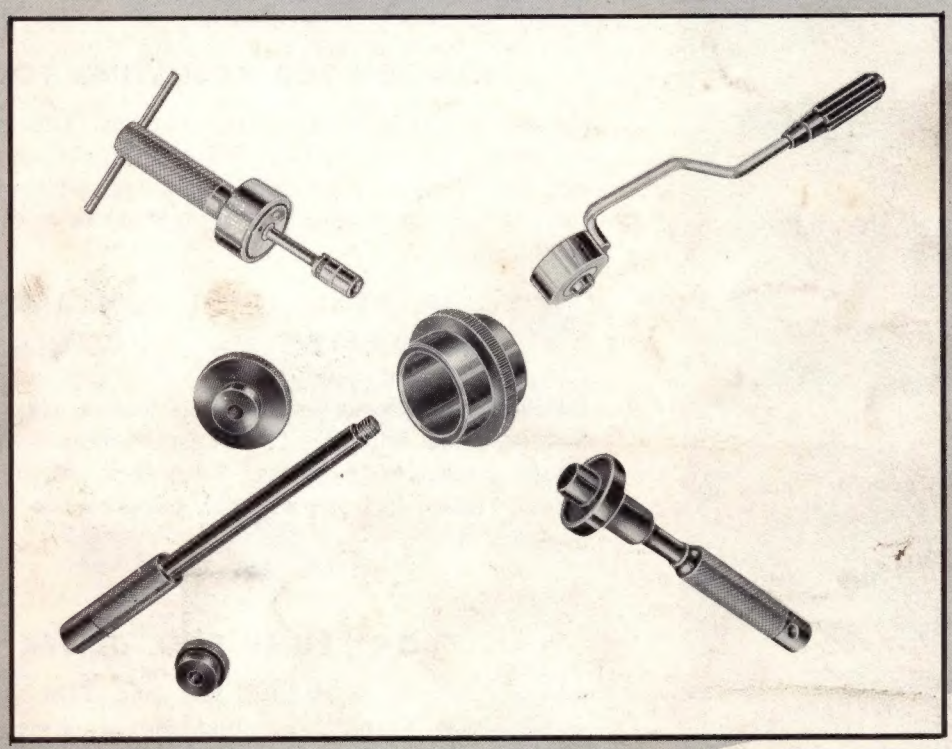
TORQUE-FLITE

TRANSMISSION SERVICE TOOLS

POWERFLITE Tools apply to 1953-57 Plymouth, Dodge, DeSoto, Chrysler, and Imperial Cars

Catalog No. AD-433

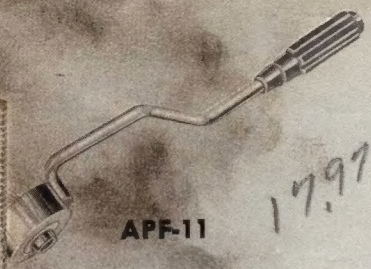
ANDERSON AUTOMOTIVE SUPPLY, INC.
1600 MAIN STREET
ANDERSON, INDIANA



NAPA Assurance of Quality

New Britain HAND TOOLS

THE NEW BRITAIN MACHINE CO., NEW BRITAIN, CONN., U.S.A.



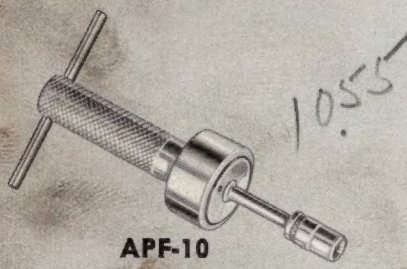
APF-11

KICKDOWN BAND ADJUSTING TOOL

For 1953-57 POWERFLITE and TORQUE-FLITE transmissions. Tool may be used with transmission in or out of car—does not require removal of floorboard or access cover. Torque mechanism is pre-set to adjust Kickdown Band in accordance with manufacturer's specifications.

Part No.	Weight
APF-11	**1 lb. 6 oz.**

Instructions: Loosen adjusting screw lock nut. Using the Kickdown Band Adjusting Tool, tighten adjusting screw until torque mechanism overruns. Mark position of adjusting screw on transmission case. Using an open end wrench, back off adjusting screw exactly 3 turns. Tighten lock nut, being careful not to turn adjusting screw.



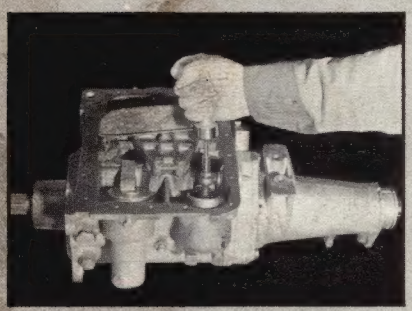
APF-10

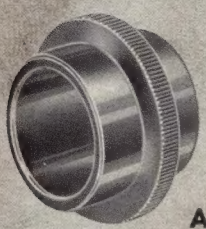
REVERSE BAND ADJUSTING TOOL

For 1953-57 POWERFLITE transmissions. This time-saving Adjusting Tool can be used with transmission in or out of car. Trouble-free torque mechanism is pre-set at proper tension, automatically adjusts Reverse Band to manufacturer's specifications.

Part No.	Weight
APF-10	**14 oz.**

Instructions: Loosen adjusting screw lock nut. Using the Reverse Band Adjusting Tool, tighten adjusting screw until torque mechanism overruns. Then back off 10 complete turns. Tighten lock nut securely, being careful not to turn adjusting screw.



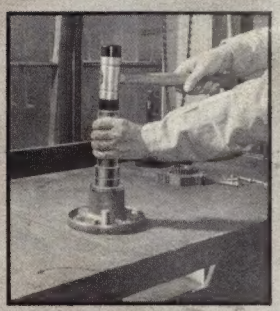


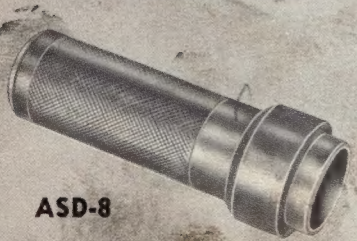
APF-12

FRONT PUMP SEAL DRIVER

For all 1953-57 POWERFLITE and TORQUE-FLITE transmissions. Permits easy installation of oil seal. Prevents seal distortion that causes oil leakage. Use as illustrated with seal driver handle.

Part No.	Weight
APF-12	**1 lb. 2 oz.**





ASD-8

SEAL DRIVER ADAPTER HANDLE

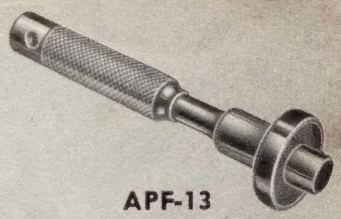
Used as driver handle for the seal driver described above.

Part No.	Weight
ASD-8	**2 lbs. 8 oz.**

MANUAL SHAFT SEAL DRIVER

For all 1953-57 POWERFLITE and TORQUE-FLITE transmissions. Permits easy installation of manual shaft oil seal. Prevents seal distortion that causes oil leakage. Used as illustrated.

Part No.	Weight
APF-13	**10 oz.**



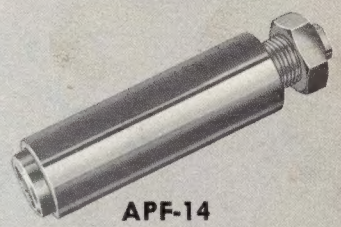
APF-13

EXTENSION HOUSING REPLACER

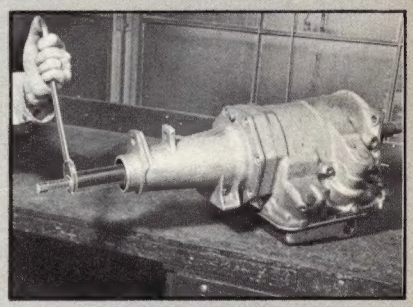
For all 1953-57 POWERFLITE and TORQUE-FLITE transmissions. Used to install the rear extension housing to the transmission case.

Part No.	Weight
APF-14	**2 lbs. 2 oz.**

Instructions: Install two guide studs into the rear of the transmission case. Place a new extension gasket over guide studs and position the extension housing over the output shaft and on to the guide studs. Screw the inner sleeve of the extension housing replacer to the transmission output shaft, place the outer sleeve over the inner sleeve, tighten the inner sleeve nut and press the extension housing firmly into place as shown in the illustration.



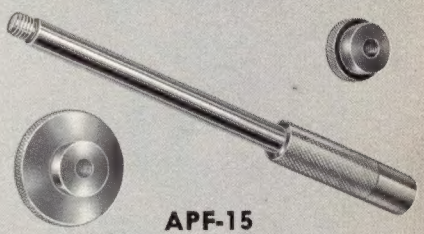
APF-14



EXTENSION HOUSING BEARING REMOVER AND REPLACER

For all POWERFLITE and TORQUE-FLITE transmissions. This tool permits easy removal and installation of the extension housing bearing without damage to the housing or bearing.

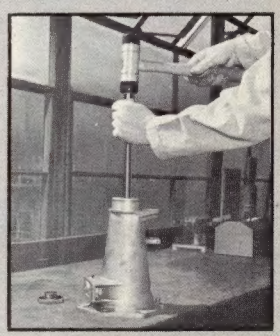
Part No.	Description	Weight
APF-15	Tool complete	**2 lbs. 5 oz.**
APF-15-1	Adapter for Bearing Remover	
APF-15-2	Adapter for Bearing Replacer	
APF-15-3	Driver Handle	



APF-15

Instructions: To remove the extension housing bearing, remove the output shaft rear bearing snap ring. Using the rear bearing remover adapter, drive the rear bearing out of the housing as shown in illustration.

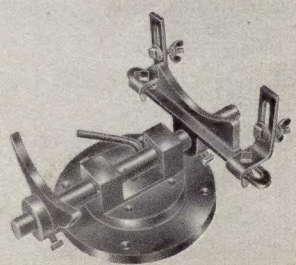
To replace the extension housing bearing, position the bearing in the housing. Drive firmly into place using the replacer adapter as shown in the illustration.



TRANSMISSION HOLDING FIXTURE

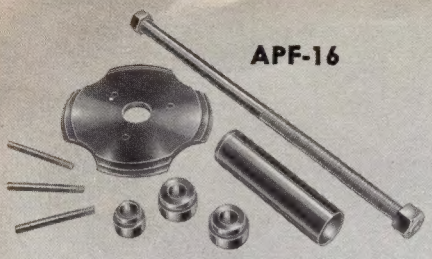
For all POWERFLITE, TORQUE-FLITE, FORDOMATIC, MERCOMATIC, HYDRAMATIC and standard transmissions. This universal tool can be used for most automatic and standard transmissions to support the unit in any working position. Swivels full 360° to facilitate easy disassembly and assembly of transmission.

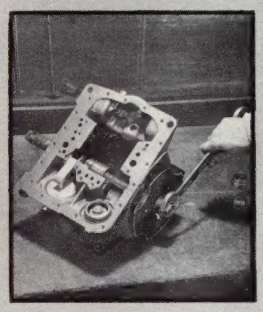
Part No.	Weight
ATH-1	**19½ lbs.**

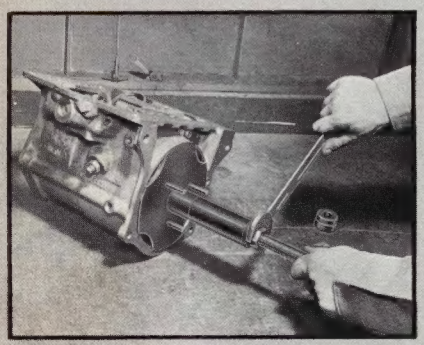


ATH-1

APF-16







REACTION SHAFT REMOVER AND REPLACER

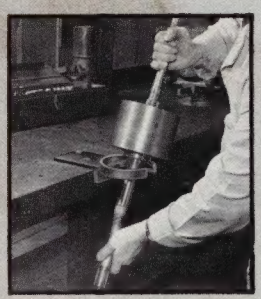
For all POWERFLITE Transmissions. This tool is used to remove the reaction shaft easily without damage to the shaft or case.

Part No.	Weight
APF-16	**8 lbs. 2 oz.**

Instructions: To remove the reaction shaft, loosen and remove the three reaction shaft-to-case attaching bolts, insert the correct bushing into the center hole of the puller plate and position the plate at the transmission case rear opening. Insert the correct bushing into the front of the reaction shaft, then install the long puller bolt through the plate bushing and reaction shaft bushing. Install the puller bolt nut on the threads and tighten the nut. This will force the reaction shaft from the case.

To install the reaction shaft, first install the three guide studs into the reaction shaft flange then position the flange in the case so that the dowel hole is in alignment with the dowel pin. Install the correct bushing into the rear of the reaction shaft flange and install the puller plate over the three guide studs. Position the sleeve over the end of the reaction shaft and insert the long puller bolt through the rear bushing in the reaction shaft and the sleeve. Install the puller bolt nut. Tightening the nut will pull the reaction shaft into the case. Remove the special tool and install three reaction shaft-to-case attaching bolts.

APF-17

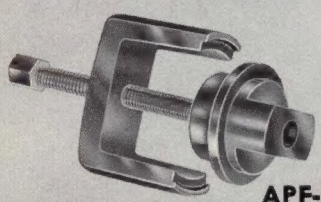


PLANETARY GEAR TRAIN HOLDING FIXTURE

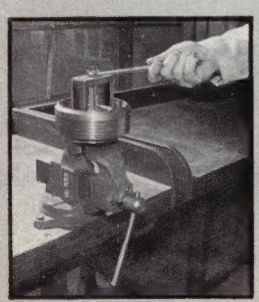
For all POWERFLITE transmissions. This fixture supports the planetary gear train and clutch permitting easy assembly of the unit.

Part No.	Weight
APF-17	**4 lbs. 15 oz.**

Instructions: Mount the Planetary Gear Train Holding Fixture on the work bench as shown in illustration. The various parts of the power train can now be assembled.



APF-18



CLUTCH SPRING COMPRESSOR

For all POWERFLITE and TORQUE-FLITE transmissions. This tool permits easy removal or installation of the clutch spring retainer snap ring. May also be used for other pressing operations.

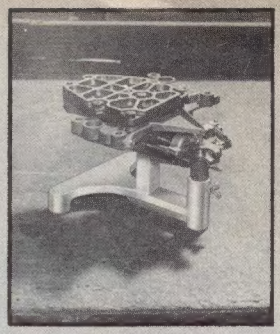
Part No.	Weight
APF-18	**3 lbs. 6 oz.**

Instructions: Place the drawblock in a vise and position the clutch assembly over the drawblock. Place the bridge over the spring retainer and install the drawbolt through the bridge and thread into the drawblock. Tighten the drawbolt and remove or install the clutch spring retainer snap ring with a snap ring plier.

VALVE BODY FIXTURE

For all POWERFLITE transmissions. This fixture permits the valve body to be held firmly in place during disassembly and assembly without damage to the part as shown in illustration.

Part No.	Weight
APF-19	**1 lb.**

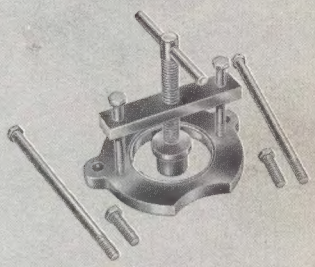


APF-19

EXTENSION HOUSING PULLER

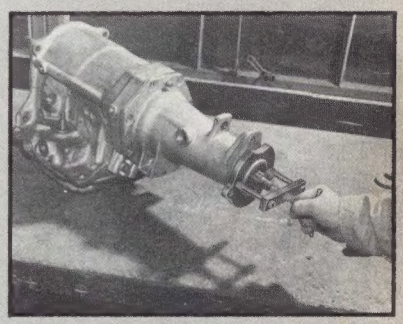
For all POWERFLITE and TORQUE-FLITE transmissions. This multi-purpose tool may be used to remove the transmission extension housing, front pump and pressure regulator housing.

Part No.	Weight
APF-20	**4 lbs.**



APF-20

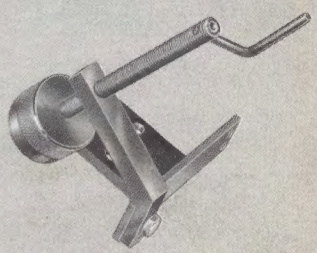
Instructions: To remove the transmission extension housing loosen and remove the attaching bolts. Then install the puller frame with the undercut out, over the machined surface of the housing. Install the puller snap ring in the extension housing groove. Insert two 3/8" x 3 3/8" puller bolts through the puller and screw them into the threaded holes in the puller frame as shown in illustration. Tightening the draw bolt will pull the extension housing from the output shaft.



SERVO SPRING COMPRESSOR

For all POWERFLITE and TORQUE-FLITE transmissions. This tool is used to compress the Kickdown or the Reverse Servo Springs permitting easy disassembly or assembly of the Servo units.

Part No.	Weight
APF-21	**2 lbs. 7 oz.**

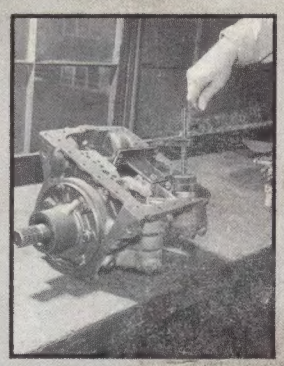


APF-21

Instructions: Position the Servo Spring Compressor Base on the transmission and bolt securely.

To compress the Kickdown Servo Spring, position the arm over the Kickdown Servo. Install and tighten the attaching bolt. Turn the pressing bolt down and center the block over the Servo.

The Reverse Servo Spring may be compressed in a like manner. Remove the attaching bolt and center the arm over the Reverse Servo.

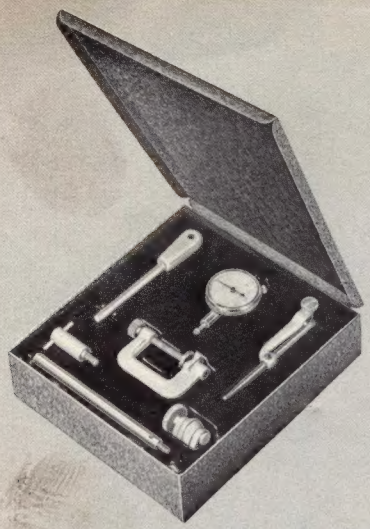


SNAP RING PLIERS

Pliers remove snap rings quickly and easily without damaging snap rings or bearing surfaces.

Part No.	Weight
P-59	**8 oz.**

P-59

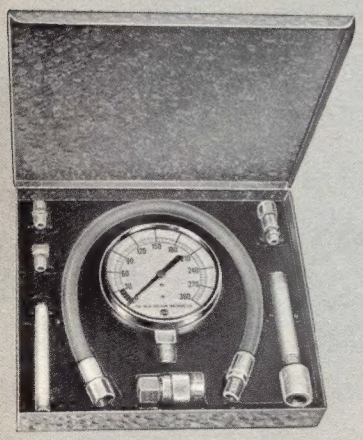


ADI-1

DIAL INDICATOR

For all automatic transmissions. This handy Gauge is useful for many service operations on POWERFLITE and other automatic transmissions, as well as during repair of engines, differentials, standard transmissions, clutches, etc., in accordance with car manufacturers' instructions.

Part No.	Weight
ADI-1	**3 lbs. 4 oz.**

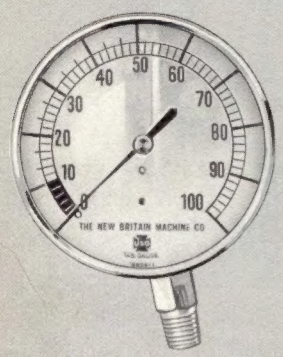


AOP-1

OIL PRESSURE GAUGE

For all automatic transmissions. Proper operation of the POWERFLITE and other automatic transmissions is dependent upon correct oil pressure at all operating speeds in all driving ranges and under all driving conditions. The Gauge is used to determine whether oil pressures are within car manufacturers' specifications and as an aid to diagnosing various transmission troubles. Reading up to 300 lbs. pressure, this Gauge has a 3½″ face with colored scale graduations for easier reading and incorporates a damper to absorb minor pressure surges, providing greater accuracy and preventing damage to Gauge. Complete with adapters and fittings for all automatic transmissions, 18″ flexible hose and quick-change couplings to facilitate installation. All packed in a sturdy metal case. Gauge is durable and accurate, provides large capacity for a variety of tests.

Part No.	Weight
AOP-1	**3 lbs. 4 oz.**

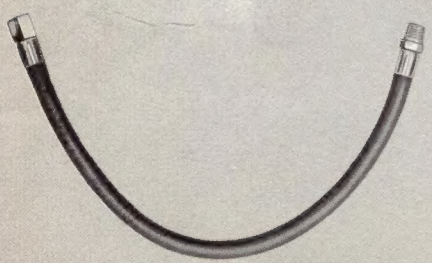


AOP-5

OIL PRESSURE GAUGE (Low Pressure)

Used for checking oil pressure of less than 100 lbs. This gauge has a 3½″ face with readings from 0 to 100 lbs. The lower range permits easier and more accurate readings when checking low pressures such as POWERFLITE transmission throttle pressure adjustment.

Part No.	Weight
AOP-5	**10 oz.**



AOP-2

OIL PRESSURE GAUGE EXTENSION HOSE

For all automatic transmissions. Used to take an oil pressure reading under operating conditions.

Part No.	Weight
AOP-2	**4 oz.**

New Britain

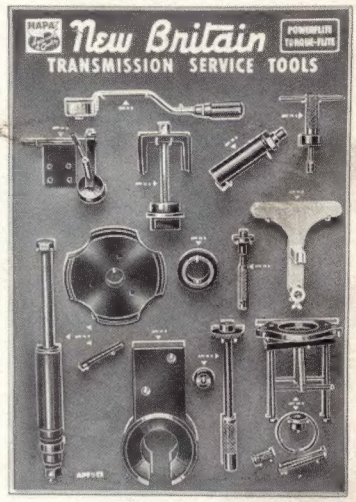
POWERFLITE • TORQUE-FLITE

TRANSMISSION TOOL BOARD FOR MECHANICS

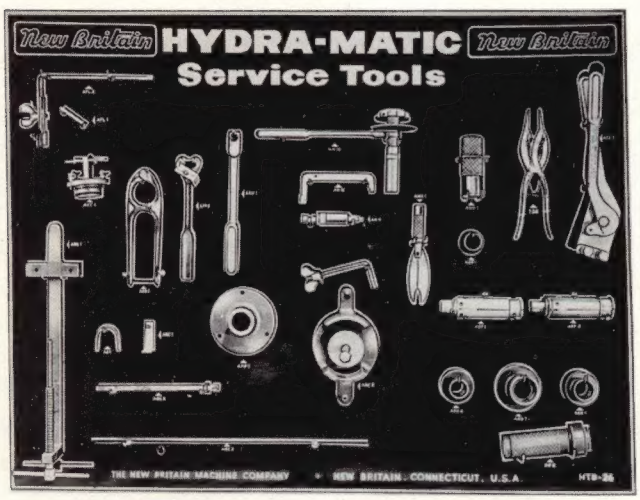
This Complete Service Kit Board for POWERFLITE and TORQUE-FLITE Transmission Tools will keep them always within easy reach. When prominently displayed in a repair shop, they advertise to the car owners that this is a progressive shop with up to date tools and know-how.

Part No.	Description
APFB-12	Service Kit Board Complete with 12 Tools
APF-10	Reverse Band Adjusting Tool
APF-11	Kickdown Band Adjusting Tool
APF-12	Front Pump Seal Driver
APF-13	Manual Shaft Seal Driver
APF-14	Extension Housing Replacer
APF-15	Extension Housing Bearing Remover and Replacer
APF-16	Reaction Shaft Remover and Replacer
APF-17	Planetary Gear Train Holding Fixture
APF-18	Clutch Spring Compressor
APF-19	Valve Body Fixture
APF-20	Extension Housing Puller
APF-21	Servo Spring Compressor
APFBB-12	Display Board Only

APFB-12



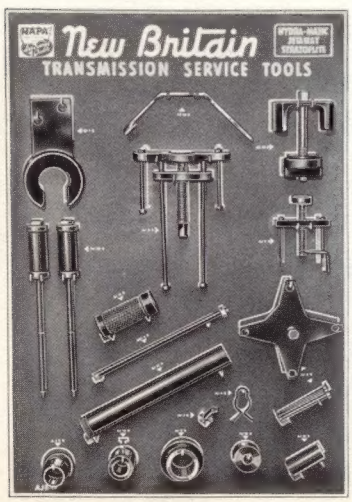
HTB-26



NEW BRITAIN, the leading manufacturer of automatic transmission tools, now offers **5 complete** Service Kit Boards for all these automatic transmissions:

Part No.	Description
APFB-12	1953-57 Plymouth, Dodge, DeSoto, Chrysler, and Imperial cars.
HTB-26	1946-55 Oldsmobile, Cadillac, Pontiac, Lincoln, Nash, and Hudson cars.
AJB-17	1956-57 Oldsmobile, Pontiac, and Cadillac cars.
AFB-10	1951-57 Ford and Mercury. 1956-57 Lincoln and Studebaker cars.
AFB-12	

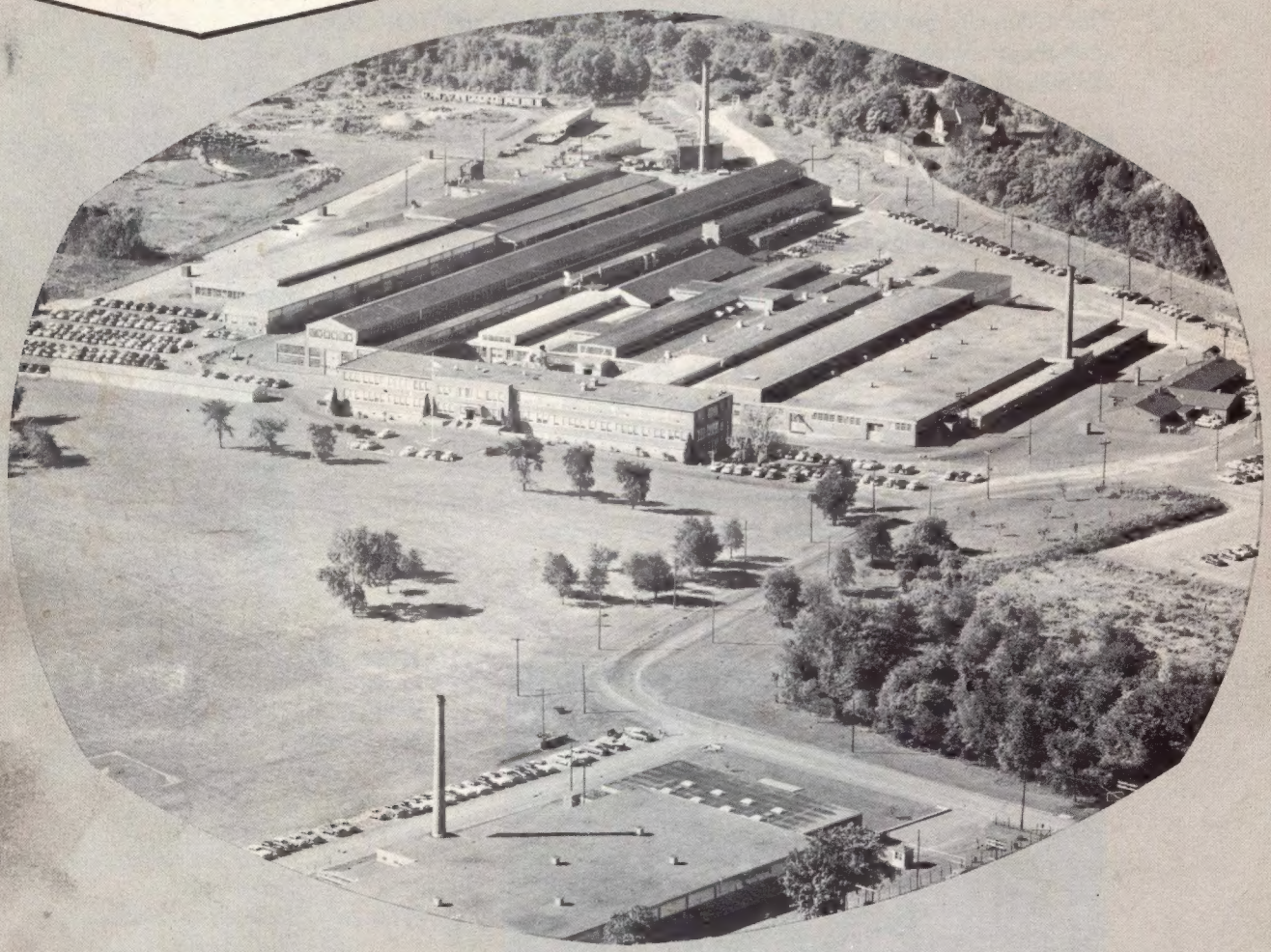
AJB-17



AFB-10

AFB-12

THE
NEW BRITAIN
MACHINE COMPANY
NEW BRITAIN • CONN. • U.S.A.
HOME OF
New Britain
HAND TOOLS



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Extension Housing Puller	5	Reaction Shaft Remover and Replacer	4
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FORM NO. AD-433

LITHO IN U.S.A.